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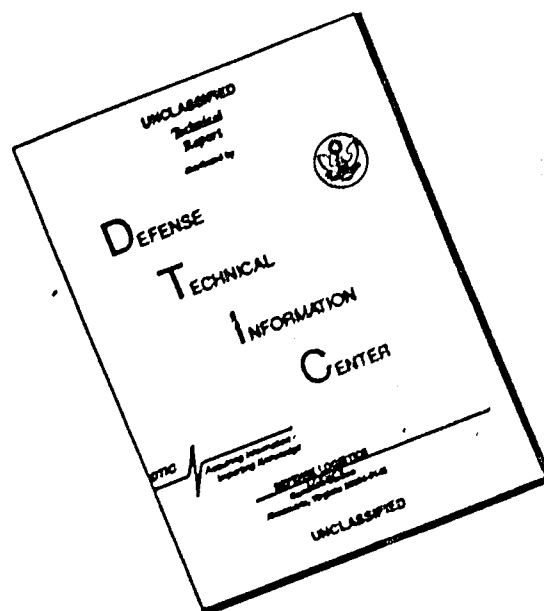
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**DEPARTMENT OF THE ARMY**  
**OFFICE OF THE ADJUTANT GENERAL**  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (2 Dec 69)

FOR OT UT 693165

16 December 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 10th Aviation Battalion, Period Ending 31 July 1969 (U)

SEE DISTRIBUTION

AD506389

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2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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10th Aviation Battalion

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 10TH AVIATION BATTALION (COMBAT)  
APO 96377

AVBACB-AE

13 August 1969

SUBJECT: Operational Report of 10th Aviation Battalion (Combat) for  
Period Ending 31 July 1969 RCS CSFOR-65 (RD) (U)

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## 1. Section 1, Operations: Significant Activities.

a. (C) General: The mission of the 10th Aviation Battalion (Combat) is to provide aviation support as directed by Commanding Officer, 17th Aviation Group (Combat) in support of airmobile operations designed to search out and destroy the insurgent enemy and to extend Government of Vietnam (GVN) control of the population: To provide general support aviation as directed by Commanding Officer, 17th Aviation Group (Combat) to First Field Forces Vietnam (IFFV), Deputy Senior Advisor (DSA) II Corps, and 5th Special Forces Group (SFG): To provide command and control of assigned and attached units as directed by Commanding Officer, 17th Aviation Group (Combat). An organization chart is contained in Incl 1.

### b. (U) Personnel

(1) Infusion problems continue to exist. Past infusion programs have reduced Warrant Officer rotation to approximately 15% in October but November remains at 20%. Commissioned officer and senior NCO rotation will remain at about 20% for the peak months of October and November.

(2) Under the reorganization which took place 11 January 1969, TOE/MTOE 1-077G authorizes eight (8) Equipment Records (TAERS) Clerks, 71T20. There are none assigned at present. These personnel are urgently needed.

(3) The requirement for supply technicians, as indicated by previous ORLL, continues to exist. Because three (3) of six (6) assigned companies are stationed a great distance from the battalion headquarters, a consolidated supply operation at battalion level is not possible. Each company must maintain its own property book using an untrained property book officer. There are presently six (6) aviators acting as property book officers in this battalion. Not only are these individuals inexperienced, but this also places an additional drain on aviation resources.

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(4) Changes in command and primary staff positions were as follows:

(a) On 26 May 1969, LTC Davey L. Stanley, Inf, 240-34-4964, assumed command of the 10th Aviation Battalion (Combat) from LTC James H. Burress, CE, 430-36-0739.

(b) On 1 June 1969, Maj Ray H. Evans, Inf, 299-26-9773, assumed command of the 48th Aviation Company (Assault Helicopter) from Maj Victor E. Micol, Inf, 242-46-6425.

(c) On 25 June 1969, Maj Dean M. Owen, Jr., Inf, 534-28-7971, assumed command of the 155th Aviation Company (Assault Helicopter) from Maj Bobby L. Moore, Inf, 463-54-1438.

(d) On 1 July 1969, Maj Robert H. Kelly, Jr., Inf, 256-50-3775, assumed command of the 192nd Aviation Company (Assault Helicopter) from Maj Roy P. Elliott, Jr., Inf, 010-26-7273.

(e) On 3 July 1969, Cpt Charles A. Gregory, Jr., Inf 506-82-0080 assumed duties as battalion S-1 from Maj Claude T. Ivey, Inf, 225-36-4664.

(f) On 16 July 1969, Maj James S. Hahn, Arm, 316-36-6528 assumed the duties as Battalion Executive Office from LTC John R. Jeter, Jr., Inf, 215-38-7633.

(5) Unit Strength as of 31 July 1969, Incl 2.

c. (C) Intelligence

(1) Physical Security: Improvements of the defensive posture continues throughout the 10th Aviation Battalion (Combat) area on a daily basis.

(a) Headquarters and Headquarters Company continued to improve the security of the 10th Aviation Battalion (Combat) by laying additional concertina wire around the entire perimeter. Two (2) new ammunition bunkers have been built to replace the old sandbag-style previously used; all ammunition has been rotated with the ASP at Cam Ranh Bay.

(b) On 18 July 1969, Company "C", 864th Engineer Battalion commenced construction on parallel revetments for the 48th Aviation Company (Assault Helicopter). Some are in use at this time and complete change over from the "L" shaped revetments is expected in August.

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(c) The 92nd Aviation Company (Assault Helicopter) Forward Element at Bao Loc has completed construction of parallel and "L" shaped revetments for its aircraft. The 116th Engineer Battalion provided the support. Improvements of the 92nd Aviation Company (Assault Helicopter) defense perimeter at Dong Ba Thin continues during this reporting period. Three (3) towers were rebuilt and all two-man and four-man fighting positions had blast walls erected behind them. New concertina wire was laid and twelve (12) claymore mines were emplaced.

(d) The 155th Aviation Company (Assault Helicopter) has converted five (5) "L" shaped revetments to parallel revetments for the UH-1H (lift-ships). New guard bunkers have been constructed along the south perimeter fence; all high grass was burned off to clear fields of fire. An interior guard tower was equipped with a Xenon light and a .50 caliber machine gun. Plans are presently under way to return sentry dogs to Camp Coryell. The existing kennels and facilities are being renovated.

(e) The 281st Aviation Company (Assault Helicopter) rebuilt the units arms room using concrete blocks. This enables the unit to maintain triple lock security of weapons. The "L" shaped revetments were replaced by parallel revetments for the liftships.

(2) Intelligence and Counter-Intelligence: There were numerous attacks on friendly installations this past quarter, mostly by local force Viet Cong.

(a) At 0222 hours, 12 May 1969 the 92nd Aviation Company (Assault Helicopter) received 47 rounds of 82mm mortar. The unit experienced damage to two (2) 3/4 ton trucks, one (1) 5 ton truck, one (1) wrecker, one (1) 2 1/2 ton truck. Pallets of lumber and other building supplies were destroyed. Several billets also received light damage. Two (2) EM received minor wounds from shrapnel.

(b) The 155th Aviation Company (Assault Helicopter) received three (3) separate attacks during this quarter. At 0005 hours, 16 May 1969, 14 rounds of 82mm mortar fire resulted in damage to five (5) aircraft. On 22 May at 0115 hours the enemy attacked the compound with a combined mortar and sapper attack, resulting in major damage to two (2) aircraft and minor damage to two (2) others.

(c) The 192nd Aviation Company (Assault Helicopter) received numerous attacks throughout this reporting period. At 0210, 12 May, LZ Betty received an estimated 12 rounds of 82mm mortar fire with no friendly casualties and minor damage to the runway. At 0605, 6 June, LZ Betty received 6-8 rounds of 107 mm rocket fire, resulting in 3 KIA and 3 WIA.

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### d. (C) Operations

(1) Plans: At the close of the reporting period the 10th Aviation Battalion (Combat) is commanding and coordinating the mission of its assigned units from its base camp at Dong Ba Thin, RVN. No Tactical Operations Center was deployed during the past quarter.

(2) Operations: Units of the 10th Aviation Battalion (Combat) continue to provide aviation support throughout the seven southern provinces of the II Corps Tactical Zone. Aviation assets are furnished to support Task Force South, a joint US and ARVN operation in the Dalat, Bao Loc, Phan Thiet area, consisting of the 3rd Battalion, 503rd Infantry, 173rd Airborne Brigade, 3rd Battalion, 506th Infantry, 101st Airborne Division (Airmobile) along with ARVN Ranger and Infantry units. During this quarter Task Force South has moved headquarters from the Dalat area to Phan Thiet. In other areas of responsibility, support is provided to the 9th Inf Division (White Horse), the 22nd and 23rd INF Divisions, 5th Special Forces Group, and general support throughout the area of operation. No unit displacements have occurred during the quarter. The 92nd Aviation Company (Assault Helicopter) continues to maintain their base camp at Dong Ba Thin and supports elements of Task Force South from its forward area at Bao Loc. The 10th Aviation Battalion (Combat) dispatched eight (8) liftships and five (5) UH-1C (gunships) to Mai Loc in the I Corps Tactical Zone in support of Project Delta from the 281st Aviation Company (Assault Helicopter) on 28 July 1969.

(3) Summary: (A recapitulation of all unit operational results is attached as Incl 3.)

(a) Operations of the 48th Aviation Company (Assault Helicopter): The company continued in general support of the 9th Infantry Division (ROK). Mission included, but were not limited to, command and control, resupply, combat assaults and extractions, administrative troops movements, convoy cover, reconnaissance, and medical evacuation. The 48th also provided general support to US and ARVN forces in the southern II Corps area. During the quarter the 9th Infantry Division (ROK), supported by the 48th AC (AH) killed 603 enemy and captured 13. One hundred-sixty three small arms and twenty-six crew served weapons were captured. The White Horse Division suffered 28 KIA and 49 WIA. A Division-size operation was conducted from 4-20 June. The 48th AC (AH) (reinforced) and 92nd AC (AH) (reinforced) made the initial insertions. The 48th AC (AH) continued to support the Division through the completion of the operation on 20 June.

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(b) Operations of the 92nd Aviation Company (Assault Helicopter):  
At the close of the reporting period the mission of the unit continued to be general support of the II Corps Tactical Zone. Mission time was divided between support of Task Force South/23rd Infantry Division Light Command Post (LT CP), and general support missions to IFFV. Task Force South/23rd Infantry Division LT CP includes the 44th and 53rd Infantry Regiments, 3-503rd Airborne Infantry and the 3-506th Airborne Infantry (Airmobile). On 13 July, the 3rd Battalion, 503rd Airborne Infantry re-located its forces from Bao Loc to LZ Betty located at Phan Thiet. As a result the 92nd AC (AH) provides only one liftship and two gunships to support the remainder of Task Force South in Bao Loc and augments the 192nd Aviation Company at Phan Thiet in direct support of Task Force South. Additionally, unit aircraft flew in support of Deputy Senior Advisor (DSA), II Corps (Bao Loc, Phan Rang, Dalat, Nha Trang and Ban Me Thuot).

(c) Operations for the 155th Aviation Company (Assault Helicopter):  
During the past quarter the unit continued to provide support for the 23rd ARVN Division, B-23 and B-50 (Fifth Special Forces Group), and the 2nd, 3rd and 5th Mike Strike forces. In addition, the unit supported operations in Darlac, Quang Duc, Kien Duc, Phu Bon, Tuyen Duc, and Khanh Hoa sectors for this period. On 23 May, while in support of B-50, three (3) liftships received ground fire which resulted in one being shot down and totally destroyed. Two (2) crew members and two (2) passengers were killed in the crash.

(d) Operations of the 192nd Aviation Company (Assault Helicopter):  
The 192nd AC (AH) continued to provide general support to Task Force South, 23rd ARVN Infantry Divisions LT CP, 116th Engineer Battalion, and administrative and logistical support for MACV personnel during the reporting period. The unit deployed two (2) gunships to Nha Trang under OPCON to the 281st AC (AH) on 6 May for approximately forty-five (45) days. On 15 May an aircraft commander was killed when his aircraft crashed in a river near Phan Rang.

(e) Operations for the 281st Aviation Company (Assault Helicopter):  
The unit continued support of Project Delta (B-52, 5th SFGA) on Operation Cass Park and Cass Park II from Forward Operational Base (FOB) at An Hoa in I Corps Zone with a commitment of 6 liftships and 4 armed gunships, II Corps Tactical Zone and Task Force South/23rd Infantry Division LT CP. The 9th Infantry Division (ROK) and the 23rd Infantry Division (ARVN) were supported occasionally. The 281st AC (AH), near the close of the reporting period, deployed eight (8) liftships and five (5) gunships with Detachment B-52, 5th Special Forces Group (Project Delta), to a forward operation base in the I Corps Tactical Zone.

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(f) Operations of the 243rd Aviation Company (Assault Support Helicopter): The unit continued to provide general support in the seven southern provinces and throughout the II Corps area. Specific units supported on a daily basis were: Task Force South/23rd Infantry Division LT CP, the 9th ROK Infantry Division (White Horse), 23rd Infantry Division (ARVN) and DSA II Corp. The unit recovered 16 downed tactical aircraft during this reporting period.

### (3) Operational Status (Incl 4)

#### c. (U) Training

(1) Emphasis continues on aviation safety. A marked decrease of accidents reflect the successful results of the safety program. Classes were conducted on first aid procedures and the check ride program has been continued. Instruction on weapons safety was presented. Supervised firing exercises were conducted in conjunction with gas chamber exercises and protective mask training. Character guidance, command information, water safety, vehicle safety, and field sanitation instruction was presented.

(a) 48th Aviation Company (Assault Helicopter): The training program has been increased during the last quarter in order to keep abreast of changing and existing requirements. Now personnel in the company are being cross-trained to utilize their full potential and fill MOS gaps caused by personnel turn over. Upon arrival at the unit, personnel establish the zero on their individual weapon and protective masks are fitted and tested. Safety continues to be highly stressed in conjunction with job training. Character Guidance and Command Information classes are being conducted.

(b) 92nd Aviation Company (Assault Helicopter): The large turnover of personnel during the quarter required special emphasis on replacement training. Classes were conducted on a weekly basis concerning the following subjects: Geneva Convention, Code of Conduct, Drivers Training, Command Information, Weapons Familiarization, Firing and Safety, Flight and Ground Safety, Character Guidance, Counter-Sapper Training, SAEDA (Subversion and Espionage Directed Against the Army), and a class presented by Cam Ranh Bay (CRB) CID on the affects of marijuana and other halocogenic drugs. There were twenty-two (22) in-country orientation and sixty-six (66) ninety-day check rides given.

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(c) 155th Aviation Company (Assault Helicopter): The company increased emphasis on training during the quarter. All newly assigned personnel received gas chamber training and fired their individual weapons for zero and familiarization. Numerous periods of instruction were presented on weapons and aviation safety and defense against sapper attacks. A night flare training program was instituted to train pilots in safe and proper procedures of dropping parachute flares. A total of sixty-seven (67) in-country and ninety-day check rides were given.

(d) 192nd Aviation Company (Assault Helicopter): Mandatory training in First Aid, Survival Escape and Evasion, and a class by CRB CID on the affects of marijuana and other habit forming drugs was conducted. A training film on the UCMJ was presented. Individual and crew-served weapons familiarization was conducted.

(e) 281st Aviation Company (Assault Helicopter): Safeguarding of Defense Material, Escape and Evasion, Ground and Flight Safety, Character Guidance and Preventive Maintenance continued to be major subjects for training throughout this quarter. One officer completed the USARV IP school at Long Binh and one officer completed the USARV Armament Officers Course at Vung Tau. In July a medical officer from the 8th Field Hospital presented a class on the dangers of marijuana and other habit forming drugs. A period of instruction on Article 15, UCMJ, was also presented by an officer from the office of the Staff Judge Advocate, 5th SFG.

(f) 243rd Aviation Company (Assault Support Helicopter): Check rides were administered and orders published making aircraft commanders of four aviators. Two aviators were made instructor pilots and one aviator was made standardization instructor pilot. The unit continued the cross training of non-aviator crewmembers. Necessary qualification of individuals with the M-16, M-60 and M-79 was conducted. Weekly classes were conducted on mandatory subjects and monthly classes were given on aviation safety.

### f. (U) Logistics

(1) General: The 18th Engineer Brigade currently has one company in Direct Support to resurface Flanders Army Heliport at Dong Ba Thin.

(2) The supply officer of the 155th AC (AH) was made responsible for contracting laundry services for the Ban Me Thuot area. Presently, each unit utilizing the contract laundry facility is reporting to the 155th AC (AH) the amount and quality of the services received. These reports are consolidated and forwarded through proper channels to USARV. This procedure seems to be adequate.

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(3) The 281st AC (AH) received all .38 Caliber pistols that were being used and have turned in the .45 Caliber pistols.

(4) Maintenance: The 281st AC (AH) has received the new aircraft maintenance shop sets (Airmobile). The old Aircraft Maintenance Shop Sets were turned in upon receiving the new Airmobile Sets. The 243rd AC (AS) is having a continual problem with lack of repair parts and test equipment. The constantly increasing back log of unfilled requisitions indicates a breakdown of communications or transportation somewhere in the supply chain. The inter-connecting cables of the Electronic Blade Trackers are a constant source of maintenance delays. They are particularly susceptible to broken wires and shorts. A stronger, more durable material should be employed. EIR, control number M47502, was submitted on this subject. The 243rd AC (ASH) is experiencing an excessive number of N2 actuator failures or malfunctions. Constant heavy usage leads to early breakdown of these parts. Functional bench checks indicate that the affected units will operate on 28V DC but not on normal designed 10.5V DC. Material changes are necessary to increase useful actuator life. Additionally, information should be included in the aircraft operator's manual to forestall excessive pilot usage of Governor RPM INCR/DECR Switch. EIR control numbers M47878 and M47710 have been submitted on this problem.

(5) Aircraft status as of 31 July 1969 (Incl 4)

(6) Quarterly Summary of Maintenance Data and Flying Hour Program (Incl 5).

g. (C) Organization: As per USARPAC General Order #220, dated 19 March 1969, the 10th Aviation Battalion (Combat) was redesignated from 10th Combat Aviation Battalion. All Assault Helicopter Companies were redesignated Aviation Companies (Assault Helicopter). The 243rd Aviation Company (Assault Support Helicopter) was redesignated from 243rd Assault Support Helicopter Company.

h. (C) Civil Affairs: During the quarter, units of the 10th Aviation Battalion (Combat) have supported several civilian institutions.

(1) The 286th Medical Detachment provides medical support for the 48th AC (AH). Additionally, medical support is rendered to the civilian support personnel in the area. Four to five visits are made weekly to Ninh Hoa dispensary for sick call. MEDCAP visits are made to outlying hamlets, ARVN dependants and Montagnard villagers in the Duc Ma area, and a Catholic Orphanage in Ninh Hoa. Bi-monthly medical care is given to inhabitants of nearby isolated islands in conjunction with psychological operations conducted by the Vietnamese Navy.

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(2) The 92nd AC (AH) continued to supply the chaplain of the 3-503rd Inf Bn, 173rd Abn Bde, with candy and other sundries for distribution to the various orphanages in the Bao Loc area.

(3) The 192nd AC (AH) is continuing to support the 3-506th S-5 in his support of the needy citizens of Phan Thiet. On a unit basis, the men have contributed to the support of the Phan Thiet "Poor House". As in the past, the 192nd AC (AH) has donated scrap lumber and clothing and provided financial assistance to the orphans home.

(4) The 281st AC (AH) continued to provide support to the Vinh Ton orphanage. One thousand dollars was collected for the orphanage during the reporting period. A weekly dental MEDCAP was initiated along with a bi-weekly medical MEDCAP program. There were approximately 52 boxes of clothing, 20 boxes of toys given to the Orphanage along with a sterilizer for medical instruments and baby bottles.

### 1. (U) Surgeon

(1) Activities: The mission of the 10th Aviation Battalion (Combat) dispensaries at the present time is the care of 10th AB (C) personnel, area coverage for other aviation companies and a sizeable commitment for the care of non-aviation personnel. The 130th Medical Detachment (OA) at Dong Ba Thin combined with the HHC, 10th AB (C) medical section provides support for a total of 1,905 troops. Significant non-10th AB (C) units treated are the HHC, 18th Eng Bde, the 608th Trans Co, 183rd Avn Co, 553rd Eng Co, and "D" Co, 36th Sig Bn.

(a) The OA detachment at Ninh Hoa provides medical support for a total of 623 troops. Of these, 280 are 10th AB (C) personnel. B Btry, 6/32nd Arty, and an element of the 459th Signal Battalion are provided primary medical support.

(b) The 198th OA detachment at Phan Thiet provides medical support for 806 troops. Non-10th AB (C) units supported are the 2/1st Cav, 116th Eng Battalion, and elements of the 7/17th Cav (through 1 July 69).

c. The 8th Medical Detachment (OA) provides support for 531 troops. Other than 10th AB (C) units, the detachment supports the 185th Avn Co and elements of four other non-10th AB (C) units.

### 1. (U) Information

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(1) The 10th Aviation Battalion (Combat) public information program continued to provide coverage of events occurring at Dong Ba Thin and at outlying units.

(2) The Vagabond Voice, the bi-monthly battalion newspaper, has increased both in circulation and production quality. Recognition for the part it plays in personnel morale has been noted by the Information Office of the 1st Aviation Brigade and 17th Aviation Group (Combat).

(3) The following PIO releases were processed through this battalion:

- (a) Number of printed releases - 56.
- (b) Number of pictorial releases - 15.
- (c) Number of hometown news releases - 411.
- (d) Number of hometown pictorial releases - 26.

k. (C) Signal

(1) A new FM antenna complete with antenna matching unit was mounted on a 70 foot pole at Dong Ba Thin. This has given the 10th Avn Bn secure voice FM communications with the 281st Aviation Company and 17th Aviation Group as well as the 92nd and 243rd Aviation Companies.

(2) All companies in the battalion are operating secure FM ground stations.

(3) All units avionics sections are rapidly applying needed MWO to the aircraft radios. This will provide a secure airborne FM capability of equal quality to plain text FM.

1. (U) Chaplain: During the quarter the 10th Aviation Battalion (Combat) Chaplain has conducted a total of 36 Sunday and 62 week-day Catholic services with a total of 2,640 soldiers attending. Services were conducted in each of the battalion's outlying units and some adjacent units.

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### 2. Section II. Lessons Learned: Commander's Observations, Evaluations, Recommendations and Command Actions.

#### a. (U) Personnel

(1) Observation: The unit has experienced an unreasonable amount of difficulty in preparing newly assigned personnel, MOS 68F20, to perform effectively on the CH-47.

(2) Evaluation: There is a definite need to control people with 68F20 MOS being assigned to units having complicated equipment such as the CH-47 or CH-54 helicopter. When an individual completes his initial training, he should be specialized in a particular category aircraft to improve the individual's quality of job performance.

(3) Recommendation: This problem might be alleviated if individuals were broken down into skill and ability levels after completion of the basic 68F20 course and given additional training in particular categories of aircraft. For instance, helicopters could be broken down into observation, utility and medium and heavy groups. The students with the highest skill and ability would be assigned to the more complicated medium to heavy helicopter category. Students could be proportioned among the categories by service-wide requirements. A minimal approach would be to assign selected individuals for two or three weeks of OJT with the appropriate maintenance facility at Fort Eustis. This would enable them to work on the aircraft with experienced technicians and become more proficient thus saving valuable training time in the tactical units. Such individuals could then be identified and slotted for CH-47 or CH-54 units.

(4) Command Action: The above recommendation is being incorporated into a letter to the Commandant, Transportation School, Ft Eustis Virginia, to obtain the opinion of that school concerning the feasibility of the recommendation.

#### b. (U) Shortage of MOS qualified Personnel

(1) Observation: The shortage of MOS qualified supply and motor maintenance personnel continues to exist and creates problems in these two major areas.

(2) Evaluation: MTOEs 1-256G, 1-77G, and 1-258G authorizes one Property book officer (PBO) at battalion level but none at company level. Because of the great dispersion of subordinate units, property books must be maintained at company level. Inexperienced non-MOS trained warrant officers are being utilized as PBO in many of the units.

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The experience level of supply and motor maintenance personnel is extremely low. Only one experienced supply sergeant (76Y40) is assigned. Seven armorers (76Y30) are authorized; however, only 4 are assigned with an average of five months experience. Seven motor sergeants (63C40) are authorized; only four are assigned. Wheel vehicle mechanics (63B20) average less than one year experience in motor maintenance. Eight TERS clerks (71T20) are authorized; only one is assigned.

(3) Recommendations:

(a) That maximum effort be placed upon obtaining experienced MOS qualified personnel to fill existing vacancies in supply and motor maintenance areas.

(b) That additional in-country schools be established in supply and motor maintenance areas.

(4) Command Action

(a) This Headquarters submits monthly MOS inventories to higher Headquarters, giving number of personnel authorized and assigned in each MOS and number of losses by MOS programmed over a 12 month period.

(b) Higher headquarters has been notified of problems in these areas.

(c) Frequent technical assistance visits are conducted by this headquarters in an effort to alleviate problems in these areas, caused by a lack of experienced personnel.

c. (U) Operations: None.

d. (U) Training: None.

e. (C) Intelligence

(1) Observations: During this period it remained eminently clear that the enemy has sufficient capability to launch attacks against Camp Coryell at will. He is able to set up and maintain attack positions for extended periods of time and he is able, at will, to approach the perimeter and even breach it. It is also clear that the enemy can move in and around the Ban Mo Thuot area with impunity. This is evidenced by the increased instances of enemy sniper activities against allied vehicles along the road between Camp Coryell and Ban Mo Thuot.

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(2) Lessons Learned: The enemy relies on complacency and regularity in order to achieve the desired effects. This was evidenced during the 22 May attack on Camp Coryell. A small, highly trained, sapper team was able to successfully breach a portion of the perimeter fence under the cover of a sustained mortar attack. He was able to inflict serious damage to the PA&E area and escape undetected. He utilized the following factors to achieve his success.

(a) He breached the fence at a point that was not visible from any of the ground towers located in the area. This portion was blocked by a long building. Thus he entered undetected.

(b) He was able to have sufficient concealment approaching the fence due to the thick foliage which came up to the perimeter.

(c) He was able to inflict much damage within 10 meters of a friendly guard tower and escape undetected due to the lack of visual curiosity on the part of the men in the tower.

(3) Recommendations: It is recommended that sentry dogs be utilized in all sensitive and uncontrolled areas in and around the compound to act as an early warning to a sapper attempt.

(4) Command Action: Request for sentry dogs has been submitted and approved. The kennels at Camp Coryell are presently being renovated. It is anticipated that the entire detachment of sentry dogs will be on station not later than 9 August 69.

### f. (U) Logistics

#### (1) Repair Kit MK-772/U

(a) Observation: Repair kit MK-772/U is now an accountable item under the present MTO&E.

(b) Evaluation: This repair kit is a cardboard box containing a good many items, all of which are expendable, including the box or container. The contents are things such as tooth picks, tongue depressors, gloves, lead foil containers, contact cleaner, and glue.

(c) Recommendations: That the repair kit be eliminated from the MTO&E as an accountable item and make it available as an expendable item instead.

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(d) Command Action: An MTOE review is now being conducted within this battalion. Delotion of the Repair Kit MK-772/U will be included in the resulting recommendations.

(2) Non-Availability of Fork Lifts

(a) Observation: Because of the heavy repair parts and replacement components that must be moved from aircraft maintenance shops to the flight lines, the authorized fork lifts of this battalion are vital. The units not only do not have the fork lifts authorized under their respective MTOEs, but due to problems in obtaining repair parts on a timely basis, the fork lifts on hand are in a non-operational status 40% of the time.

(b) Evaluation: The 243rd Aviation Company (Assault Support Helicopter) is authorized one 10,000 pound and one 15,000 pound fork lift. The units on hand one 4,000 pound fork lift. Each of the five Aviation Companies (Assault Helicopter) are authorized one 10,000 pound fork lift. These units have on hand either the 4,000 pound or 6,000 pound fork lift. Neither the 4,000 nor the 6,000 pound fork lift will withstand the heavy loads which are required to be hauled in the units. Some of the components of the CH-47 helicopter are heavier than the rated lift capacity of the fork lift. This overloading causes an increased breakdown rate on the equipment. The 4,000 pound "Clark Ranger" fork lift was forced issued to the units and is completely inadequate for the job. Repair parts for this fork lift are practically non-existent, causing the equipment to be excessively non-available for supply (MORS). The 10,000 and 15,000 pound fork lifts authorized under the MTOEs have been requisitioned for the past seven months. None of this equipment has been received by Cam Ranh Depot in the past eight months and no issues have been made to this unit.

The mission of this unit requires maximum aircraft to be operationally ready at all times. Without proper maintenance support equipment, an adequate aircraft availability rate cannot be maintained which affects the satisfactory accomplishment of the units mission. The failure of the supply system in the procurement and issue of 8,000 and 29,000 dollar fork lifts in many cases causes a million dollar aircraft to remain non-operational for maintenance (NORM) for an excessive period of time.

(c) Recommendation: That maximum effort be expended by supply activities to obtain MTOE authorized fork lifts or satisfactory substitutes of adequate lift capacity.

(d) Command Action

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(1) Authorized forklifts have been on valid requisition since February 1969.

(2) Frequent follow-up action has been accomplished through direct support supply activities.

### (3) Requisition follow-up Action

(a) Observation: The moratorium placed upon submission of AFI Supply Status Cards by 1st Logistical Command has created supply problems.

(b) Evaluation: Under normal supply procedures, a unit will receive a Supply Status Card on all requisitions a short time after submission. The time lapse between submission of the requisition and receipt of the status card is normally dependant upon the IPD placed upon the requisition by the requesting unit. If the requested item is not received prior to the anticipated delivery date, follow-up action will be taken by submitting a DA Form 2765, annotated with "AFI" in block D.

1st Logistical Command no longer allows follow-ups to be made by the unit. Instead, an IBM status "print-out" is distributed to all units by their supporting DSU monthly. In many cases, Supply Status Cards are not received from the DSU. In compliance with the new procedure, when status is not received by the requesting unit, no follow-up can be taken, and status cannot be determined until the monthly status "print-out" is received. This procedure is particularly unsatisfactory in the case of high priority requisitions (O2 or O5) submitted early in the status "print-out" cycle. If status is not received, the unit cannot take follow-up action and status is not learned for some 30 days until the next "print-out" is received. Instructions from the DSU require the units to wait until the second "print-out" is received prior to re-requisitioning any item.

(c) Recommendation: That units be allowed to submit "AFI" follow-ups in accordance with AR 735-35. That Direct Support Units continue to furnish monthly reconciliation "print-outs".

### (d) Command Action:

(1) Repeated attempts by this organization to obtain status from the Direct Support Unit on high priority requisitions have produced no results.

(2) Higher Headquarters has been advised of the problems caused by the moratorium placed upon submission of "AFI" follow-ups.

g. (U) Organization: None.

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### h. (C) Other

#### (1) Alert Aircraft

(c) Observations: The 155th Aviation Company has again during this reporting period flown more total hours than any other aviation company in the 10th Aviation Battalion. It also continues to provide six stand-by aircraft each night (two gun teams and two flare ships) in defense of Camp Coryell and the Ban Me Thuot area. This puts an additional burden on crews and aircraft due to the many unscheduled night missions that are conducted. A problem that continues to restrict the quick and effective response to enemy mortars and rocket attacks by aviation assets (i.e. gunships and flare ships) is the inability of the gunships to fire on observed enemy positions. This is due to the fact that in many cases the ground controlling agency does not grant clearance to fire. Thus, while the aircraft are airborne they are continually exposed to enemy ground fire and are subject to hazards of night flying in rugged terrain.

(b) Lessons Learned: It is clear that the gunships have lost their effectiveness to deter enemy attacks when the enemy sets up attacking positions close to friendly locations. The enemy is confident that the armed helicopters will not get clearance to fire even if their position is observed.

(c) Recommendations: It is recommended that aircraft only be dispatched as a reaction to enemy attack if the following two conditions are met.

(1) Gunships are given clearance to fire on known enemy locations.

(2) If clearance is not available, the gunships be assigned an orbit area that is designated a "free fire area" within a reasonable distance from the airfield. This would allow quick response when targets have been acquired.

(d) Command Action: Close coordination has been effected with organizations from which approval to fire must be obtained. Communications have been improved. Clearances to fire are still being withheld or delayed. There appears to be a reluctance to employ gunships because of the fear of hitting friendly villages or troops.

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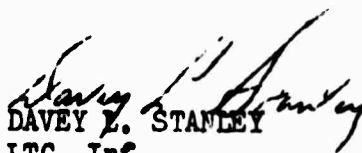
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AVBACB-AE

13 August 1969

SUBJECT: Operational Report of 10th Aviation Battalion (Combat) for  
Period Ending 31 July 1969 RCS CSFOR-65 (RD) (U)

5 Incl  
as

  
DAVEY L. STANLEY  
LTC, Inf  
Commanding

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AVBACB-SC (13 Aug 69) 1st Ind  
SUBJECT: Operational Report of the 10th Aviation Battalion  
(Combat) for Period Ending 31 July 1969 ACS FOR-65  
(R1) (U)

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), APO 96240 28 August 1969

TO: Department of the Army (ACSFOR, DA) Washington, D.C. 20310  
Commanding General, I Field Forces Vietnam, APO 96350

1. (U) This headquarters has reviewed the attached report, considers it to be adequate, and concurs with the contents as stated, except as indicated below.

2. (C) The following comments and recommendations are submitted:

a. Section 1, Operations: Significant Activities:

(1) Paragraph c (2) (b), Intelligence and Counterintelligence, Page 3: Records maintained by this headquarters indicate a total of four (4) enemy attacks were directed against the 155th Aviation Company (Assault Helicopter) during the reporting period. Two of the attacks resulted in negative damage or casualties.

(2) Paragraph c (2) (c), Intelligence and Counterintelligence, Page 3: Records maintained by this headquarters indicate there were four (4) KIA as a result of the enemy attack directed against the 192d Aviation Company (Assault Helicopter) on 6 June 1969.

b. Section 2, Lessons Learned: Commander's Observations, Evaluations and Recommendations.

(1) Paragraph 2a, Personnel, Page 11: Concur.

(2) Paragraph 2b, Shortage of MOS Qualified Personnel, Page 11: Concur. The lack of experienced supply and motor maintenance personnel remains a problem throughout the entire command. Coordinated efforts are directed toward filling the existing vacancies. This headquarters has established an inspection and assistance team to assist in training of inexperienced personnel. This team conducts scheduled visits to all subordinate units to provide necessary update and refresher training.

(3) Paragraph 2c, Intelligence, Page 12: Concur. Dogs and handlers arrived at Camp Coryell on 9 August 1969. The presence of the dog teams should prove to be a strong deterrent to sapper attempts.

(4) Paragraph 2f (1), Repair Kit MK-772/U, Page 13: Non-concur. This is an adopted item of equipment and is listed in SB 700-20. All items within this kit are expendable and replacement items can be requested as required.

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AVBACB-SC

28 August 1969

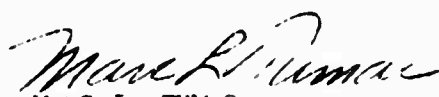
SUBJECT: Operational Report of the 10th Aviation Battalion  
(Combat) for Period Ending 31 July 1969 MCS CSFOR-65  
(R1) (U)

(5) Paragraph 2f (2), Non-availability of Fork Lifts, Page 14:  
Concur. The shortage does exist and numerous efforts have been  
made to obtain the authorized equipment.

(6) Paragraph 2f (3), Requisition Follow-up Action, Page 15:  
Nonconcur. This headquarters recommends that the 1st Logistical  
Command establish a bi-monthly print-out for 02 and 05 priorities.  
This recommendation has been forwarded through supply channels.

(7) Paragraph 2h (1) Alert Aircraft, Page 16: Concur. An  
additional hazard encountered during enemy standoff attacks is  
friendly artillery fire. The absence of a cleared orbit area  
may cause the aircraft to inadvertently wander into the trajectory  
of friendly fires. Helicopter gunships should not be launched at  
night unless there is a reasonable probability that the controlling  
headquarters will be able to grant a clearance to fire. This  
problem area has been referred to higher headquarters and is being  
monitored at all levels.

FOR THE COMMANDER:

  
MARC L. TUMAS  
CPT, ADA  
Adjutant

CF:  
10th AB (C)

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AVFA-GC-HIST (13 Aug 69) 2d Ind (C)  
SUBJECT: Operational Report of the 10th Aviation Battalion  
(Combat) for Period Ending 31 July 1969 RCS CSFOR-65  
(R1) (U)

Di, Headquarters, I Field Force Vietnam, APO 96350

24 SEP 1969

TO: Commanding General, 1st Avn Bde, APO 96384

1. (U) This Headquarters has evaluated subject report and forwarding indorsement and concurs, except as noted below.

2. (C) The following comments are submitted:

a. Reference para 1f(4), Logistics:

(1) The 608th DSU has placed special emphasis on reducing the number of back logged requisitions.

(2) The 540th GSU (JUL NHON) provided an assistance team to the 243d AC(AJ) for second and third echelon support.

(3) The Blade Trackers and the N2 Actuator are both on EIR and have been reviewed by the 608th and the 540th GSU.

b. Reference para 2h(1)(c): Nonconcur. The problems of obtaining political and military clearance in order to employ helicopter fires are recognized. It is not always possible to get clearance simultaneously with the request for support. Though the ground commander requests fire, clearance by a District or Province Chief is often required to insure no danger to civilians or territorial forces. Once a request for support is received, it is imperative that helicopter gunships be dispatched immediately. Concurrently, efforts must be made to obtain clearance. If clearance cannot be obtained, the aircraft can at least perform observation functions. This headquarters is continuously working to improve clearance procedures within II CTZ

FOR THE COMMANDER:

*Frederick E. Holland*  
FREDERICK E. HOLLAND  
1LT AGO  
ASST AG

CF:

1 - 10th Avn Bn (Cbt)  
1 - 17th Avn Gp (Cbt)

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AVBAGC-0 (13 Aug 69) 3d Ind

SUBJECT: Operational Report of 10th Aviation Battalion (Combat) for  
Period Ending 31 July 1969 RCS CCFOR-65 (RD) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

1 OCT 1969

THRU: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,  
APO 96375  
Commander-in-Chief, United States Army Pacific, ATTN: GPOP-OT,  
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. This headquarters has reviewed subject report and concurs with the  
contents as indorsed except as noted below.

2. The following additional comments are considered pertinent:

a. Paragraph 2f(1), page 13, discusses the Repair Kit 1K-772/U.  
Nonconcur with the recommendation to eliminate the repair kit from the  
MTOE as an accountable item. The Repair Kit 1K-772/U is a nonexpendable,  
recoverable item of equipment priced at \$36.05. The MTOE is presently  
the only tabular authority which the unit can quote in order to requisition  
this item. Expendability is not sufficient justification for elimination  
of an item from the MTOE.

b. Paragraph 2f(2), page 14, addresses a shortage of forklifts.  
Heavy repair parts and replacement components that must be transported  
to the flight lines for installation on aircraft should be transported  
by wrecker to preclude excessive handling. Utilization of forklifts to  
install parts and components on aircraft is not recommended. The 10th  
Aviation Battalion (Combat) reported two (2) forklifts on the July Commander's  
Critical Items List (CCIL). The forklifts for the 243d Aviation Company  
(Assault Support Helicopter) and the 281st Aviation Company (Assault  
Helicopter) have an estimated availability date of 9289 (16 Oct 69). The  
information relative to the estimated availability has been passed to the  
unit.

c. Paragraph 2f(3), page 15, addresses requisition follow-up action.  
A monthly reconciliation of requisitions with an Issue Priority Designator  
(IPD) 02 or 05 fails to adhere to the procedures established by

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AVBAGC-O

1 OCT 1969

SUBJECT: Operational Report of 10th Aviation Battalion (Combat) for  
Period Ending 31 July 1969 RCS CSFOR-65 (RD) (U)

AR 735-35 paragraph 4-8a. Under the provisions of the cited regulation, the requestor will submit a request for follow-up (AFL card) if the requisitioned item has not been received by the anticipated delivery date. In accordance with AR 735-35, the computation of time for submission of the follow-up is based on the IPD as follows: IPD 01 - 03, 120 hours after submission of request and IPD 04 - 08, 8 days after submission of request. Experience has shown that units may wait for periods up to 60 days to receive the status on some IPD 02 and 05 requisitions without being able to initiate follow-up action.

FOR THE COMMANDER:



ARTHUR W. LITTLE  
CPT AGC  
Asst AG.

Cy of 3d Ind Furn:  
CO, 10th Avn Bn (Cbt)

AVHOC-DST (13 Aug 69) 4th Ind

SUBJECT: Operational Report of 10th Aviation Battalion (Combat) for Period  
Ending 31 July 1969, RCS CSFOR-65 (RD) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 16 OCT 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 July 1969 from Headquarters, 10th Aviation Battalion (Combat).

2. Reference item concerning "Requisition follow-up Action", section II, page 15, paragraph 2f(3); nonconcur. USARV approved the 1st Logistical Command's request for an indefinite moratorium on the submission of AFI requests for status. This action was necessary because the volume of transactions placed against the 1st Logistical Command's computers in support of processing issues and receipts of supply entailed total utilization of available machine time. The processing of AFI cards would only have resulted in overloading the computers or sacrificing other, more essential processing. In addition, USARV was being tasked to perform data base purification, establish Financial Inventory Reporting (FIR), and other management programs. Efforts are presently underway to update the 3SVN system and bring it into line with USARPAC 3S. The submission of AFI follow-up is included in the 3S SOP. It is anticipated that when USARV is capable of implementing version 31, 3S, USARV will reinstate the submission of AFI cards. As indicated in the report, a monthly status listing is provided to all DSUs. The DSUs in turn are required to conduct monthly reconciliations with their customers at which time the customer is advised of the present status.

FOR THE COMMANDER:



C. D. WILSON  
1LT, AGC  
Assistant Adjutant General

Cy furn:  
10th Avn Bn (Cbt)  
1st Avn Bde

GPOP-DT (13 Aug 69) 5th Ind  
SUBJECT: Operational Report of HQ, 10th Aviation Battalion  
(Combat) for Period Ending 31 July 1969, RCS  
CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 7 NOV 69

TO: Assistant Chief of Staff for Force Development, Department  
of the Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
C. L. SHORTT  
CPT, AGC  
Asst AG

**CONFIDENTIAL****ORGANIZATIONAL CHART**

<u>UNIT</u>	<u>LOCATION</u>	<u>APO</u>
HQ, 10TH ABC	Dong Ba Thin, RVN	96377
HQ & HQ Co, 10TH ABC	Dong Ba Thin, RVN	96377
130TH MED DET O/A	Dong Ba Thin, RVN	96377
339TH AVN DET (DIV)	Dong Ba Thin, RVN	96377
<hr/>		
48TH AVIATION COMPANY (ASSAULT HELICOPTER)	Ninh Hoa, RVN	96240
286TH MED DET O/A	Ninh Hoa, RVN	96240
<hr/>		
92ND AVIATION COMPANY (ASSAULT HELICOPTER)	Dong Ba Thin, RVN	96377
<hr/>		
155TH AVIATION COMPANY (ASSAULT HELICOPTER)	Ban Me Thout, RVN	96297
8TH MED DET C/A	Ban Me Thout, RVN	96297
<hr/>		
192ND AVIATION COMPANY (ASSAULT HELICOPTER)	Phan Thiet, RVN	96317
198TH MED DET	Phan Thiet, RVN	96317
363RD AVN DET (DIV)	Phan Thiet, RVN	96317
<hr/>		
243RD AVIATION COMPANY (ASSAULT SUPPORT HELICOPTER)	Dong Ba Thin, RVN	96377
<hr/>		
281ST AVIATION COMPANY (ASSAULT HELICOPTER)	Nha Trang, RVN	96240

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Incl I

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UNIT STRENGTH AS OF 31 JULY 1969

## 1. (c) Military

<u>Unit</u>	<u>CO</u>		<u>WO</u>		<u>EM</u>		<u>TOTAL</u>	
	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>
HHC, 10th ABC	19	19	3	7	87	107	109	133
130th Med Det	1	1	0	0	8	10	9	11
48th Avn Co	19	16	51	60	219	219	279	295
286th Med Det	1	1	0	0	8	7	9	8
92nd Avn Co	19	20	51	58	219	213	279	291
155th Avn Co	19	17	51	55	219	219	279	291
8th Med Det	1	1	0	0	8	6	9	7
192nd Avn Co	19	18	51	57	219	227	279	302
198th Med Det	1	1	0	0	8	6	9	7
243rd Avn Co	15	9	26	24	228	237	269	270
281st Avn Co	19	17	51	57	219	200	279	274

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10TH ABC	133	120	284	318	1442	1451	1859	1889
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## 2. (C) Civilian

<u>UNIT</u>	<u>DAC</u>		<u>VN</u>		<u>3D NATL</u>		<u>CONTRACTOR</u>
	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>Auth</u>	<u>Asg</u>	<u>Asg</u>
HHC, 10th ABC	0	0	11	9	0	0	0
48th Avn Co	0	0	11	7	0	0	0
92nd Avn Co	0	0	12	10	0	0	0
155th Avn Co	0	0	17	16	0	0	0
192nd Avn Co	0	0	12	10	0	0	0
243rd Avn Co	0	0	10	9	0	0	0
281st Avn Co	0	0	4	4	0	0	0

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10TH ABC	0	0	77	65	0	0	0
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## OPERATIONAL RESULTS AS OF 31 JULY 1969

### 1. (C) Results

<u>UNIT</u>	<u>Hours Flown</u>	<u>Sorties Flown</u>	<u>Troops Lifted</u>	<u>Cargo Lifted (Tons)</u>	<u>Enemy KBA</u>	<u>Struc Dam Des</u>	<u>Sampan Dam Des</u>
HHC, 10th ABC	204	642	0	0	0	0 0	0 0
48th AC (AH)	7,933	23,102	30,407	1,755	20	9 5	0 0
92nd AC (AH)	6,022	16,333	24,118	391	0	2 0	1 0
155th AC (AH)	7,085	18,981	29,989	233	56	0 8	0 0
192nd AC (AH)	6,861	20,903	27,689	811	20	27 17	0 0
243d AC (AH)	2,842	7,383	20,033	8,297	0	0 0	0 0
281st AC (AH)	5,037	15,029	22,251	627	42	3 1	0 1
10th ABC	35,984	102,373	154,487	12,114	128	41 36	1 1

### 2. (C) Losses

<u>UNIT</u>	<u>Aircraft Lost Number</u>	<u>Aircraft Damaged Number</u>
HHC, 10th ABC	0	0
48th AC (AH)	5	9
92nd AC (AH)	0	1
155th AC (AH)	2	8
192nd AC (AH)	1	27
243rd AC (ASH)	0	1
281st AC (AH)	0	4
10th AB (C)	8	50

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AIRCRAFT STATUS AS OF 31 JULY 1969

UNIT	UH-1C		UH-1B		UH-1D/H		CH-47A	
	Auth	OH	Auth	OH	Auth	OH	Auth	OH
HHC, 10th AB (C)	0	0	0	0	0	2	0	0
48th AC (AH)	8	8	0	8	23	18	0	0
92nd AC (AH)	8	6	0	0	23	18	0	0
155th AC (AH)	8	7	0	0	23	18	0	0
192nd AC (AH)	8	7	0	0	23	18	0	0
243rd AC (ASH)	0	0	0	0	0	0	16	16
281st AC (AH)	8	7	0	0	23	20	0	0
<hr/>								
10th AB (C)	40	35	0	8	115	94	16	16

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QUARTERLY SUMMARY OF MAINTENANCE DATA AND FLYING HOUR PROGRAM

UNIT	TYPE	AVG NO A/C ASGD	May thru July 1969					% FLY HR PROGRAM	AVG HRS PER ACFT PER MO
			% FLY	% EDP	% EDM	HRS Flown	FLYING PROGRAM		
*HHC	UH-1	2.0	94.4	0.0	5.6	204	240	85.0	60.0
48	UH-1	26.3	85.9	.4	13.7	6638	4740	140.0	84.0
92	UH-1	24.3	83.9	4.1	12.0	6568	4380	150.0	90.0
155	UH-1	23.0	95.3	.6	4.1	6585	4140	159.1	95.4
192	UH-1	25.3	74.0	4.4	21.6	6861	4560	150.5	90.3
204	UH-1	26.6	84.8	5.4	9.8	5037	4800	104.9	63.0
213	CH-47A	15.6	47.9	21.5	30.6	2770	2820	98.2	60.0

\* 2 MO ONLY

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UNCLASSIFIED

Security Classification

## DOCUMENT CONTROL DATA - R &amp; D

(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

1. ORIGINATING ACTIVITY (Corporate author)		2a. REPORT SECURITY CLASSIFICATION	
HQ, OACSFOR, DA, Washington, D.C. 20310		CONFIDENTIAL	
3. REPORT TITLE		2b. GROUP	
Operational Report - Lessons Learned, HQ, 10th Aviation Battalion		4	
4. DESCRIPTIVE NOTES (Type of report and inclusive dates)			
Experiences of unit engaged in counterinsurgency operations, 1 May 69 to 31 July 69.			
5. AUTHOR(S) (First name, middle initial, last name)			
CO, 10th Aviation Battalion			
6. REPORT DATE		7a. TOTAL NO. OF PAGES	7b. NO. OF REFS
13 August 1969		32	
8a. CONTRACT OR GRANT NO.		8b. ORIGINATOR'S REPORT NUMBER(S)	
b. PROJECT NO		693165	
c. N/A		8c. OTHER REPORT NO(S) (Any other numbers that may be assigned this report)	
d.			
10. DISTRIBUTION STATEMENT			
11. SUPPLEMENTARY NOTES		12. SPONSORING MILITARY ACTIVITY	
N/A		OACSFOR, DA, Washington, D.C. 20310	
13. ABSTRACT			

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DD FORM 1473

UNCLASSIFIED

Security Classification